



TRAC Series Bulletin 2024-03

Subject: Summary of Rule Changes for 2024 Race Season

Issue Date: April 12, 2024

Effective Date: Immediately

This bulletin serves as a summary of rule changes for the 2024 season. The below have been changed in the supplementary regulations and rule books, and are amalgamated here for ease of reference.

Supplementary Regulations - Refunds

Refunds/Credits: If a race driver/entrant has registered, and has a mechanical breakdown during practice or qualifying, a 50% credit will be issued for another race day – no refunds. Credits are at the car level only, and do not apply to individual series if run by different drivers, for days or parts thereof missed. ~~In the event that the green is only taken in one series, 50% credit will be issued for the second series, in the amount of \$75.~~

ARMS Regional Road Race General Competition Rules

5.4 HELMETS

Helmets as specified herein shall be worn.

5.4.1 ACCEPTED HELMETS

Only helmets meeting the current or the next newest to current of the following standards will be accepted for competition.

Fédération International de l'Automobile

FIA 8860-YYYY

Snell Memorial Foundation

Snell SA YYYY

Snell SAH YYYY

Note: SA2010, SAH2010 helmets will not be accepted.

~~Only helmets meeting one of the following standards will be accepted for competition.~~



~~Fédération International de l'Automobile~~

~~FIA 8860-2004~~

~~FIA 8860-2010~~

~~Snell Memorial Foundation~~

~~Snell SA 2015~~

~~Snell SAH 2010~~

~~Snell SA 2010~~

~~As per FIA technical List #25 — Recognized Standards for Helmets~~

~~https://www.fia.com/sites/default/files/125_standards_for_helmets_6.pdf~~

ARMS Grand Touring Sedan Rules

8.6 DRIVER RESTRAINT SYSTEMS (Sedan Rules)

8.6.1 Harness Manufacturing Standards

With the exception of Driver Schools, all drivers shall utilize a restraint harness manufactured to ~~current FIA/ISO or SFI specifications..:~~

~~—— FIA/ISO Standard No. 8853/98 or 8854/98;~~

~~—— SFI Spec 16.1, or SFI Spec 16.5~~

~~FIA publishes Technical Lists #24 lists containing~~ all the Safety Harnesses currently Homologated by the FIA to FIA Standards ~~8853/98 or 8854/98~~. Reference the appropriate list for six-point or better harnesses.

~~A list of manufacturers meeting SFI Spec 16.1 and 16.5 for Ssafety Hharnesses can be found at~~ www.sfifoundation.com/

8.6.2 ~~Harness~~ Installations

~~Restraint harness installations are subject to the approval of the Chief Scrutineer at each Event.~~

Details of installation shall be according to the manufacturer's instructions. You may be required to produce a copy of the installation instructions to the scrutineer if requested. ~~Where manufacturer's instructions are unavailable, generic installation instructions are shown in Appendix B.~~

8.6.3 Design

A minimum five-point system is required for use in cars where the Driver is seated in an upright position, consisting of a lap belt, two shoulder straps and an anti-submarine strap. A minimum



six-point system is required for use in cars where the driver is seated in a semi-reclining position, consisting of a lap belt, two shoulder straps and two anti-submarine straps. HANS specific shoulder straps are permitted, but only when used in conjunction with a HANS device.

8.6.4 Materials

The material of all straps shall be in good condition. The buckles shall be of metal to metal quick release type except in the case of the leg straps of the six-point system where they attach to the seat belt or shoulder harness straps.

8.6.5 Types of Shoulder Straps

Only separate shoulder straps are permitted. "V" and "Y" type shoulder straps are not allowed. "H" type configuration is allowed.

~~8.6.6 Installation~~

~~Details of installation shall be according to the manufacturer's instructions. Where manufacturer's instructions are unavailable, generic installation instructions are shown in Appendix B.~~

8.6.76 Function

All straps shall be free to run through intermediate loops or clamps/buckles.

8.6.87 Hardware

The minimum acceptable bolt used for mounting all belts and harness are 3/8in SAE Grade 5 or 5/16in Grade 8, which shall properly fit both the car mounting points and the belt end attachments. To achieve the required proper snug fit, shouldered steel bushings may be used if necessary. A Scrutineer shall approve, and note in the vehicle logbook, all installations using 5/16in bolts. Where possible, seat belts, shoulder harness, and anti-submarine strap(s) should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent reinforcing shall be used to spread the load. Bolting directly to floor panels etc., without adequate reinforcement, is not acceptable.

8.6.97 Validity

All driver restraint systems shall meet one of the following: SFI specification 16.1, 16.5, or FIA specification ~~8853/2016~~.

Restraint systems meeting SFI 16.1 or 16.5 – The expiry date is two years from the date of manufacture which is on the SFI label which is affixed to each part of the harness. Belts expiring after April 30 will be accepted until end of current race season.



Restraint systems homologated to FIA specification ~~8853/2016 8853/98 and 8854/98~~ will have a label containing the type of harness designation ('C-###.T/9816 or D-###.T/9816) and date of expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels.

If a restraint system has more than one type of certification label, the label with the latest expiration may be used.

8.6.9 Incidents

In the event of an incident where the vehicle in which the driver restraint system has been installed results in impact one may reasonably assume put significant load on the restraint system, ARMS scrutineers may remove the belt tags and decertify the restraint system as fit for competition use.

8.7 Window Nets

Window safety nets with a dual-front attachment shall be installed on the driver's side window of closed cars. ~~(See as per Appendix 'GD').~~

Window safety nets with a single-front attachment shall be installed as per FIA Racing Nets Specification, which can be found at:

https://www.fia.com/sites/default/files/racing_nets_installation_specification_v8.pdf

The window net shall be equipped with a quick-release device. If attached to the door rather than a roll cage, the door shall be pinned shut. The material of window nets shall be of an approved fire-resistant material.

Window nets which bear an "SFI Spec 27.1 Label" or better are required.

Window nets do not require an expiry date. If a window net has had a long exposure to UV sunlight and has deteriorated it shall be replaced.



Changes in both GCRs and GT Sedan Rules

1.2.3.3 Atlantic Challenge Series (GCRs)

-and-

3.2.3 Atlantic Challenge Series (GT Sedan)

Atlantic Challenge Endurance Series – 1-hour Endurance race (all classes)

The Atlantic Challenge Endurance Series shall operate under the following additional rules:

- Includes a mandatory 5-minute pit stop.
 - All competitors must completely stop their race car in pit lane for a minimum of 5 minutes.
 - Timing of the 5-minute pit stop is the responsibility of the competitor.
 - The 5-minute pit stop cannot take place during the warmup lap(s), **on the first lap after taking the green flag**, or begin after the last 10 minutes of the race have begun.
 - Mandatory pit stops may not begin, but may continue, under safety car or red flag.
 - In the event of a red flag, the race lap count shall revert to the previous completed lap of the leader at the time of red. This is advantageous to those already in the pits, but no advantage to those entering pits. Pits do not close.
 - Failure to make the pit stop shall result in a ten (10) lap penalty, except in the case where the race concludes under safety car or red flag, either by the allotted 1 hour expiring or race officials ending the race for safety reasons.
 - In such circumstances, the competitors not having previously made the mandatory pit stop will have their final lap count reduced by four (4) laps with the good faith assumption that they would have intended to make the stop if allowed.
 - **Shorting the pit stop shall result in a one (1) lap penalty for each 10 seconds (or part thereof) the pit stop has been shorted.**
e.g. 9.2 seconds short = 1 lap penalty; 10.6 seconds short = 2 lap penalty; 13.9 seconds short = 2 lap penalty; 21.0 seconds short = 3 lap penalty.
- Driver changes are allowed. However, all points awarded will go to each driver that competes in this race.
- Technical flags (mechanical, driver behavior/warning) do not prevent the driver from completing their allotted pit stop if they are required to come in at the direction of the track staff. Drivers may not begin a pit stop when directed in by the black flag without first completing another lap.